

Seattle Freight Mobility Advisory Committee
Meeting Notes
April 21, 2009

Location: Manufacturing Industrial Council (MIC) Offices
5509 1st Ave. South, Suite B, Seattle

In attendance:

Committee Members	Affiliation	Present
Peter Whitehead, Co-chair	Nelson Trucking	X
Pat Binion, Co-chair	Columbia Distributing	X
Warren Aakervik	Ballard Oil	X
Cliff Bates	V Van Dyke Inc.	X
Greg Blaine	Continental Van Lines	
Terry Finn	BNSF Railway	
Ed Shilley	NUCOR Steel	X
Kim Suelzle	CityIce	X
Christine Wolf	Port of Seattle	X

WSDOT: Jim Wright, Dave Sowers, Andrew Barash, Mark Bandy, Tom Noyes, Greg Phipps
SDOT: Lawrence Eichhorn, Ron Borowski, Kit Loo, Art Brochet, Maribel Cruz, Adiam Emery,
Jason Cambridge
Port: Dan Burke
Other Visitors: None

Agenda Topics/Discussion/Decisions

1. **Past Meetings:** The Committee approved the February and March 2009 meeting notes as submitted.
2. **SR 519 Improvements and Truck Wayfinding** – Andrew Barash, P.E., WSDOT SR 519 Phase 2 Design Manager
Dave Sowers (WSDOT) introduced the presentation. This is the project's Phase 2; Phase 1 was completed in 2003. The S Atlantic St. intersection modifications have been recently completed. The completed Phase 2 will allow SR 519 to provide traffic capacity currently available on Royal Brougham (6 lanes) with two way connections to I-90. Royal Brougham will become an elevated local street with 2 lanes.

Andrew Barash announced that the northbound ramp at 4th Ave S left turn to westbound Edgar Martinez Dr. will be maintained, contrary to previous plans. There are no plans for a future left turn restriction for trucks.

Mr. Whitehead asked if Royal Brougham surface route will be closed to through traffic. Answer: Yes. It will be gated.

Mr. Binion asked if large truck (WB-67 vehicles and oversize loads) access will be maintained to Qwest Field. How?

Follow-Up: WSDOT will research the question and provide a response to the Committee on Qwest access.

Answer: Andrew Barash, 5/14/09: A path to accommodate WB-67 vehicles, with 16.5' minimum vertical clearance is provided to access the service road behind Safeco Field and the Qwest Event Center/Qwest Field. Oversize vehicles may access Qwest Event Center through the existing roll-up door on the SW corner of the facility, or from the north, through the Qwest Field parking lot.

Mr. Bates asked A) if the 7% grade on Royal Brougham will prevent oversize loads, and B) how will oversize loads cross the rail tracks? Answer: For reference, the 7% grade on Royal Brougham will be no greater than the grade of the existing S. Atlantic (Edgar Martinez Dr.) railroad crossing. On Royal Brougham, the loop ramp accommodates a WB 50 design vehicle. The path of a WB 67 design vehicle would cross the yellow centerline through the curve, and at the base of the ramp. For an oversize vehicle, in a scenario where all lanes were utilized, the maximum size that the design will accommodate is a 105' L x 18' H x 8.5' W vehicles. Oversize vehicles may cross at Lander, Holgate, and Atlantic as well.

WSDOT continued. WSDOT will shift traffic flows to the new Royal Brougham overpass in 2010. There will be striped, 5' bike lanes on the new Royal Brougham structure, but not on the S. Atlantic Street (Edgar Martinez Dr.) structure, where bikes will be accommodated on the northern sidewalk.

Recommendation: Mr. Bates requested that no lateral obstructions (signal poles, luminaires, etc...) be placed on the SE corner of the intersection of 3rd Avenue South and Eastbound Royal Brougham.

Answer: The movements are "free" at this intersection, so there is no stop control (stop signs or signal poles at the corner. A luminaire is to be placed prior to the beginning of the curb radius on 3rd Avenue, 3 feet off of curb, with the curb radius area clear of lateral obstructions.

For more information, please contact Andrew Barash at (206) 802-3968, BarashA@consultant.wsdot.wa.gov or visit the project web site at: <http://www.wsdot.wa.gov/projects/sr519/>

3. SDOT Intelligent Transportation Systems (ITS) 2009 Improvements and New Traveler Information System – Adiam Emery, SDOT

Adiam Emery described the \$20 million ITS investments program. Freight haulers will benefit from: decreased delay, improved Travel Time, and less delay when making turns and accessing primary truck routes. SDOT will also introduce Traffic Responsive signal control which will help reduce delays currently experienced during mid-day and nights.

She said better travel time information will result in reduced delay. There will be 67 traffic cameras, license plate readers on 1st and 4th Ave. S, and more Dynamic Message Signs. She gave a live demonstration of the technology. Mark Bandy, WSDOT, offered that traffic information was also available at traffic.com. The web will be live and show real time travel time.

Ms. Wolf asked if WSDOT can fix two cameras on E Marginal Way.

Follow-up: WSDOT will advise the Committee on the planned use for their two cameras.

Recommendation: Mr. Aakervik requested that the two respective DOTs put corridor camera images on the websites with images grouped by corridor. For example, provide a link for all images on E Marginal Way.

Ms. Wolf asked if traffic timing plans can be adjusted for Cruise Ships.

Ms. Wolf asked that signal timing be improved on Alaskan Way.

Mr. Aakervik expressed concern with traffic signals being adjusted primarily for pedestrians, which negatively affects vehicular traffic, like making vehicles stop at every light.

For more information, please contact Adiam Emery at (206) 685-5121/ Adiam.emery@Seattle.gov or visit the project web site at <http://www.seattle.gov/travelers/.htm>

3. E. Duwamish Waterway Bridge (bridge crosses Waterway on SW Spokane St.) Construction: Traffic Control – Kit Loo, SDOT

SDOT Project Manager, Kit Loo, provided an overview of the project and described its scope and phasing (9 month project). SDOT will maintain two WB lanes and one EB lane at all times. Police officers will be stationed at Klickitat and at west end of the bridge at the beginning of each of three construction phases. Traffic is not expected to be detoured.

Ms. Wolf said that Port truck traffic will double in June over today's truck volumes due to a new shipping line at T-18.

For more information, please contact Kit Loo, (206) [684-3669](tel:2066843669)/kit.loo@seattle.gov
Maribel Cruz, (206) [684-1963](tel:2066841963)/Maribel.cruz@seattle.gov or visit the project on the web at:
http://www.seattle.gov/transportation/bridge_rehab_duwamish.htm

5. S Spokane Street/6th Ave S Detour - Art Brochet, Team SDOT

Art Brochet, SDOT, advised the Committee of the need to detour westbound traffic on south Spokane Street at 6th Ave due to construction of a water detention vault, with construction lasting 6 weeks. Buses will be allowed to access the E-3 Busway. Trucks will have to use the detour. UPDATE on 5/14/09: This information is now out of date. For the next 6 to 8 weeks westbound vehicle traffic on S Spokane Street from the 6th Avenue intersection *will* be allowed, with a slight jog around the vault construction. Access to S Spokane Street from Airport Way South will be closed for this period, with vehicles detoured either north to Lander or south to Industrial Way.

For more information, please contact: Art Brochet at 206-547-1008 (office), 206-240-1106 (cell), or art@urbanrelations.com or visit the project web site at <http://www.seattle.gov/spokane>

General Updates – All --- (5 min.)

Mr. Whitehead asked if Nickerson Street diet is still under consideration. Mr. Eichhorn said the project is on hold, with no determined implementation date.

Follow-up Needed :

1. WSDOT will research the question and provide a response to the Committee on Qwest access for oversize vehicles.

Answer: Andrew Barash, 5/14/09: A path to accommodate WB-67 vehicles, with 16.5' minimum vertical clearance is provided to access the service road behind Safeco Field and the Qwest Event Center/Qwest Field. Oversize vehicles may access Qwest Event Center through the existing roll-up door on the SW corner of the facility, or from the north, through the Qwest Field parking lot.

2. WSDOT will advise the Committee on the planned use for their two cameras on E Marginal Way.

Committee Recommendations: None

Handouts:

- Detour map for Royal Brougham construction, WSDOT
- Map of SR 519 improvements, WSDOT
- Detour map for Spokane St/6th Ave S detour, SDOT

SDOT Contact Information: sdotfreight@seattle.gov

FMAC Approved Notes 5/19/09

RB/SDOT
5/19/09